

CITY OF FAIRFIELD

RESOLUTION NO. 99 - 115

A RESOLUTION OF THE FAIRFIELD CITY COUNCIL ADOPTING A NEGATIVE DECLARATION AND ADOPTING THE SCENIC VISTAS AND ROADWAYS PLAN.

WHEREAS, General Plan Policy OS 6.5 calls for identification and designation of scenic features within the General Plan Area that merit preservation as Scenic Vista Areas; and

WHEREAS, General Plan Policy OS 6.7 calls for identification, designation, and preservation of Scenic Roadways within the General Plan Area; and

WHEREAS, General Plan Program OS 6.5A calls for development of a Scenic Vista Area Plan; and

WHEREAS, General Plan Program OS 6.7A calls for development of a scenic roadway plan that: a) identifies and promotes the preservation of scenic roadways and b) establishes scenic designation criteria and preservation policies for land adjacent to scenic roadways; and

WHEREAS, General Plan Policies OS 6.5 and 6.7 call for these plans to be reviewed by the Open Space Commission and Planning Commission, and adopted by the City Council; and

WHEREAS, the Open Space Commission has reviewed the Scenic Vistas and Roadways Plan, and recommended 4-0 that it be adopted by the City Council; and

WHEREAS, the Planning Commission has reviewed the Negative Declaration and Scenic Vistas and Roadways Plan, and recommended 5-0 that it be adopted by the City Council; and

WHEREAS, the City Council has determined that the Scenic Vistas and Roadways Plan is consistent with the City's General Plan; and

WHEREAS, application for Environmental Review (E.R. 99-16) was properly filed with the Department of Planning & Development in accordance with the rules and regulations governing the official filing of such applications; and

WHEREAS, based on the findings of an Initial Study prepared for the proposal, it has been determined that the project will not have a significant effect on the environment, including any adverse effect, either individually or cumulatively on wildlife resources. Therefore, a Negative Declaration has been prepared for the proposal; and

WHEREAS, the City staff has presented substantial factual information regarding the request in staff reports and through oral presentations before the City Council; and

WHEREAS, the City Council has held a duly noticed public hearing, and has considered all public testimony and information presented regarding this request.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF FAIRFIELD:

The City of Fairfield adopts the Negative Declaration as contained in Exhibit "A," and adopts the Scenic Vistas and Roadways Plan as contained in Exhibit "B."

PASSED AND ADOPTED this 15th day of June, 1999, by the following vote:

AYES: COUNCILMEMBERS:	LESSLER/MACMILLAN/O'REGAN/PRICE/PETTYGROVE
NOES: COUNCILMEMBERS:	<u>None</u>
ABSENT: COUNCILMEMBERS:	<u>None</u>
ABSTAIN: COUNCILMEMBERS:	<u>None</u>

George Pettygrove
MAYOR

ATTEST:

Bm Day
CITY CLERK

EXHIBIT "A"

NEGATIVE DECLARATION

LEAD AGENCY: City of Fairfield

NAME OF PROJECT: Scenic Vistas and Roadways Plan

PROJECT SPONSOR: City of Fairfield

PROJECT LOCATION: Citywide

PROJECT DESCRIPTION: Adoption and implementation of a policy plan to guide the City of Fairfield in preserving and enhancing its visual resources. The plan would designate "scenic vista areas" and "scenic roadways." It would also establish policies and guidelines to ensure that the impact of future development on scenic vista areas and roadways is minimized. Finally, it identifies *general* locations for scenic vista points and provides guidelines for their establishment. The plan would form the basis for evaluating scenic impacts of future development for the purposes of the California Environmental Quality Act.

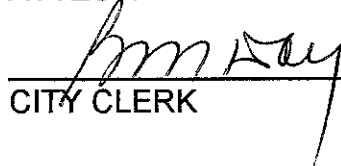
ENVIRONMENTAL EFFECTS: Based on an Initial Study prepared for the project, it has been determined that the project will not have a significant impact on the environment, including any adverse effect, either individually or cumulatively on wildlife resources.

DETERMINATION: On June 15, 1999 the City Council determined that the proposed project, as submitted, will not have a significant effect on the environment, including any adverse effect, either individually or cumulatively on wildlife resources.

The Initial Study was prepared by the Department of Planning and Development, City of Fairfield. Copies of the Initial Study may be obtained at Room 200, City Hall, Fairfield, CA 94533.


MAYOR

ATTEST:


CITY CLERK

CALIFORNIA DEPARTMENT OF FISH & GAME

CERTIFICATE OF FEE EXEMPTION

De Minimis Impact Finding

Project Title/Location:

Title: Scenic Vistas and Roadways Plan

Location: City of Fairfield and Solano County, CA.

Project Description: Adoption and implementation of a policy plan to guide the City of Fairfield in preserving and enhancing its visual resources. The plan would designate "scenic vista areas" and "scenic roadways." It would also establish policies and guidelines to ensure that the impact of future development on scenic vista areas and roadways is minimized. Finally, it identifies *general* locations for scenic vista points and provides guidelines for their establishment. The plan would form the basis for evaluating scenic impacts of future development for the purposes of the California Environmental Quality Act.

Findings of Exemption:

1. An Initial Study was prepared for the project by the Department of Planning & Development, City of Fairfield, CA. Copies of the Initial Study may be obtained at Room 200, City Hall, Fairfield, CA 94533
2. No evidence exists in the record that the project will have the potential for any adverse effect, either individually or cumulatively on wildlife resources, based on the following facts:
 - a) The primary intent of the Scenic Vistas and Roadways Plan is to present information and establish policies that will assist in maintaining and enhancing the City's scenic resources. The plan does call for a small number of physical actions; however, precise plans that would identify the location of physical changes have not yet been prepared. At the time such plans are prepared, further environmental review will be conducted.
3. On _____, 1999, the Fairfield City Council determined that the proposed project, as submitted, is absent of evidence of any potential for adverse effect on the environment and has thus adopted a Negative Declaration.

Certification:

I hereby certify that the City of Fairfield has made the above finding and that the project will not individually or cumulatively have an adverse effect on wildlife resources, as defined in Section 711.2 of the Fish and Game Code.

Sean Quinn, Director
Department of Planning & Department
City of Fairfield, CA

Date

EXHIBIT "B"

CITY OF FAIRFIELD

SCENIC VISTAS AND ROADWAYS PLAN

DRAFT - June 15, 1999

Prepared by:

Department of Planning and Development
City of Fairfield

Reviewed by:

Open Space Commission - May 5, 1999
Planning Commission - May 26, 1999

Adopted by the Fairfield City Council
_____, 1999 (Resolution 99-____)

City of Fairfield
Scenic Vistas and Roadways Plan

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City of Fairfield
Scenic Vistas and Roadways Plan

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PART ONE - OVERVIEW

I. INTRODUCTION

Nestled at the base of California's coastal mountains and at the edge of the Central Valley, the City of Fairfield is set in a highly scenic location. Steep, oak-covered hills, wild marshlands and productive farmland combine to form an attractive perimeter for the city. These scenic features do more than just provide Fairfield with a pleasant backdrop. They develop community pride, enhance property values, and reinforce the semi-rural feeling that many seek when choosing to live in Fairfield. Equally important, this scenic landscape is a key part of Fairfield's unique identity.

Purpose of the Scenic Vistas and Roadways Plan

Over the coming decades, many changes in Fairfield's physical landscape will occur. New territory will be added to the City; new roads and buildings will be constructed. These changes pose significant risk to the City's scenic character. With this in mind, the *Scenic Vistas and Roadways Plan* (SVRP) has been written. The purpose of the SVRP is to ensure that the visual integrity of the city's scenic views and scenic roads is preserved as the City develops and grows. This intent is stated through the plan's primary goal.

The goal of the SVRP is to:

Ensure that the scenic qualities which provide Fairfield's unique sense of identity and sense of place are preserved.

Based on this goal, the plan has three primary objectives. These are:

1. to maintain and enhance the public views of Fairfield's scenic surroundings;
2. to preserve and enhance the scenic qualities of prominent topographical and natural features within the city; and
3. to preserve and enhance the qualities which characterize Fairfield's scenic roadways.

In order to implement the above goal and objectives, The SVRP has two distinct focuses. First the plan identifies the scenic landscapes and road corridors whose character merits preservation. To this end, the plan designates "Scenic Vista Areas" and "Scenic Roadways". Second, the plan identifies mechanisms to preserve and enhance the designated Scenic Vista Areas and Scenic

Roadways. The intent of the SVRP is not to stop or limit development within the city. Rather, the plan establishes policies and guidelines that will be used to guide the location and intensity of new development in order to minimize its impact on scenic resources.

Authority for the SVRP

The authority for preparation and implementation of the SVRP is Fairfield's 1992 General Plan. Preservation of scenic features is paramount throughout the General Plan. In particular, the Plan's Open Space Element provides clear direction for preparation and adoption of a plan to preserve and enhance the city's scenic resources. Following is the primary direction provided for the SVRP by the General Plan:

POLICY OS 6.5:

Identify and designate scenic features within the General Plan Area that merit preservation as Scenic Vista Areas. These may include, but are not limited to: hilly areas, significant stands of trees, marshlands views, grasslands, roadside creeks, riparian or stream courses, vineyards, orchards, and areas of wildlife concentrations.

PROGRAM OS 6.5A:

Develop a Scenic Vista Area Plan for approval by the Open Space Commission, Planning Commission, and adoption by the City Council.

POLICY OS 6.7:

Identify, designate, and preserve Scenic Roadways within the General Plan Area.

PROGRAM OS 6.7A:

Develop a scenic roadway plan that: a) identifies and promotes the preservation of scenic roadways and b) establishes scenic designation criteria and preservation policies for land adjacent to scenic roadways. This plan should be submitted to the Open Space Commission and Planning Commissions for approval, and the City Council for adoption.

A complete list of General Plan goals, objectives and policies relating to the SVRP is included in Appendix A.

II. SETTING AND EXISTING CONDITIONS

Fairfield's Scenic Setting

The City of Fairfield is located about halfway between Sacramento and San Francisco in the heart of Solano County. The City occupies about 36 square miles of generally flat land. While the landscape of the city itself is not overly memorable, Fairfield is graced by a dramatic perimeter.

To the west, an undulating series of hills forms a distinct boundary separating Fairfield from the adjacent cities of Vallejo and Napa. Standing well over 1,000 feet above the surrounding terrain, the majority of this ridgeline is visible throughout the city. Forming a distinct line of small peaks, these hills gradually reach their highest point at the 2,200 foot summit of Twin Sisters. A majestic, double-peaked mountain, Twin Sisters is one of the city's most distinct landmarks. Paralleling the western-most hills, a second, slightly lower ridge to the east extends from Interstate 80 north to the summit of Twin Sisters. This oak-covered ridge forms the eastern ridge of the narrow, seven-mile long Green Valley and the western boundary of the larger Suisun Valley to the east.

North of the City, the Vaca Mountains climb steadily from nearly sea level at Interstate 80 to more than 2,800 feet eight miles farther north. This mountainous ridge provides another attractive terminal view. To the northeast, Cement Hill stands over 800 feet above the city. This solitary, grass-covered hill is another of the City's most notable landmarks. Further to the east, the steep terrain of Cement Hill gives way to low rolling grassland of the Central Valley proper.

To the south, the lowlands of the Suisun Marsh abut the City. Green year-round, the marsh's wetlands provide a regionally unique view during the dry season when the surrounding hills are golden brown. Framing the Marsh to the southeast are the low Potrero Hills five miles distant and 3,800-foot Mount Diablo thirty miles to the south. While distance limits the scenic impact of these two features, their height serves to frame and highlight the foreground of the Suisun Marsh.

Recent Efforts to Preserve Scenic Quality

The SVRP is Fairfield's first comprehensive plan aimed at preserving scenic quality. The City has, however, utilized a variety of measures to preserve specific aspects of the area's visual integrity. The first is the direct preservation of the City's scenic areas. Beginning with the Rancho Solano project in the early 1980's, the city has aggressively pursued the protection of the most visible hillsides within the existing city limits. In exchange for approval of development plans in less visible portions of hilly areas, the city has required the permanent preservation of more than 2,500 acres of visual open space. Examples include open space preserved within hillside subdivisions such as Eastridge, Rolling Hills, Rancho Solano, Serpas Ranch and Paradise Valley.

In addition to preservation through development approval, Fairfield has also preserved land through acquisition. The most notable example is the City's purchase of Rockville Hills Park, a 500-acre open space park characterized by steep, oak-covered hills. The acquisition of Rockville Hills Park ensures that the scenic hills between Rockville Road and Interstate 80 will remain a highly attractive natural vista for the city's western gateway. Similarly, the City has worked closely with the Solano Farmlands and Open Space Foundation to preserve nearby open space such as Lynch Canyon.

The techniques described above result in the direct preservation of the city's most prominent scenic resources. Complementing the City's efforts in preservation of open space are regulations which guide development in the city's hilly areas. In 1996, the City adopted a Hillside

Management Ordinance and Hillside Management Guidelines. The Hillside Management Guidelines provide detailed directions for reviewing and approving hillside development.

Together, the techniques described here form an effective strategy for directly preserving scenic resources within the city limits. The SVRP will work in concert with these tools to ensure that scenic corridors within the city limits are preserved as well as the viewsheds that include scenic areas inside and outside the city limits.

III. THE "SCENIC" CONCEPT

Assessing scenic quality is a challenging task. The difficulty is that two people can respond differently to a given feature in the landscape. Moreover, one person can respond to a given feature differently depending on the setting in which it is viewed. For example, a low hill may be scenic in a flat landscape, but uninteresting in a mountainous one. Before beginning an analysis of Fairfield's scenic resources, therefore, an understanding of what makes a landscape scenic may be helpful.

Determining scenic quality will always be a subjective endeavor. Research on scenic theory has, however, developed a set of three guiding concepts that embody the qualities of a scenic landscape. These concepts - *vividness*, *intactness* and *unity* - are described below.

- **Vividness** is the visual power or *memorability* of landscape components as they combine in visual patterns.
- **Intactness** is the visual integrity of the natural and artificial landscape and its freedom from encroaching elements or *intrusions*. This factor can be present in urban and rural landscapes, as well as natural settings.

Minor intrusions, such as recognized cultural or historical significance may be a complementary element of a scenic landscape. Major intrusions are those that dominate the landscape, degrading or obstructing scenic views. Appendix B includes examples of a wide variety of intrusions described in the State Scenic Highway Guide which may be seen in the Fairfield area.

- **Unity** is the visual coherence and *compositional harmony* of the landscape considered as a whole. It frequently attests to the careful design of individual components in an artificial landscape.

In addition to the above concepts, a more specific list of natural features that are traditionally considered scenic can be compiled. General Plan Objective LU 15 and policies OS 6.5 and UD 5.2 of the General Plan provide substantial direction in compiling a list of scenic natural features. These can be grouped into the following general categories:

- hills and ridges
- agricultural areas

- marshes, creeks and other wetland areas
- grassland
- significant stands of trees.

In addition, although not often thought of as "scenic", certain features of the built environment may be considered an integral component of a scenic landscape, especially when located within a short distance from a public road or path. The following non-natural features may contribute to an area's scenic quality:

- farm buildings
- isolated and unique rural structures
- rock or open wooden fences
- historic buildings
- parks.

Parts Two and Three of the SVRP present the vista areas and road corridors that are designated as "scenic" by the Plan. The above concepts have been used in evaluating the scenic qualities of each of these areas.

PART TWO - SCENIC VISTA AREAS

"Preserve the views of hills and other vistas surrounding Fairfield."

- Fairfield General Plan Policy OS 6.1

"Significant natural features shall be preserved whenever development is allowed in a Scenic Vista Area, and views of these significant features shall not be obstructed."

- Fairfield General Plan Policy OS 6.6

I. INTRODUCTION

Set at the fringe of the densely congested Bay Area, Fairfield can at times be a hectic place. Traffic, work and other pressures of daily life create stress. Scenic views, on the other hand, provide a soothing diversion from stress. A panoramic vista can relax the mind; it can inspire. Equally important, scenic local features, such as Twin Sisters, Cement Hill and Nelson Hill serve as landmarks that clearly tell us where in the world we are.

The expansive open space encircling the City is the cornerstone of the city's visual resources. Views of rolling hills capture the observer's attention and lend a distinctly rural background to the city. For this reason, the General Plan calls for preservation of the city's scenic views through the designation of "scenic vista areas".

II. The Concept of Scenic Vista Areas

The first step in designating scenic vista areas is to determine what one is. The General Plan establishes the term "Scenic Vista Area". It does not, however, provide clear direction in how to designate one. Webster's Dictionary defines a vista as: "a view or prospect, especially one seen through a long narrow avenue or passage." From this definition, vistas are a relative concept. A vista is considered to be the scope of area which is viewable from a given point. Given the infinite number of places from which vistas can be obtained in Fairfield, this definition is of limited value. For this reason, the SVRP uses the concept of "vista area" in a slightly different way.

To simplify the concept for planning purposes, the SVRP focuses on distinct features of the Fairfield landscape or distinct geographic units that have scenic value and defines these as "Scenic Vista Areas". In other words, a scenic vista area is an attractive area that is viewable from a number of places around the city. Based on this guideline and the scenic concepts described in Part One, the following set of eligibility criteria for designating "Scenic Vista Areas" has been established for the SVRP:

A Scenic Vista Area will exhibit the following characteristics:

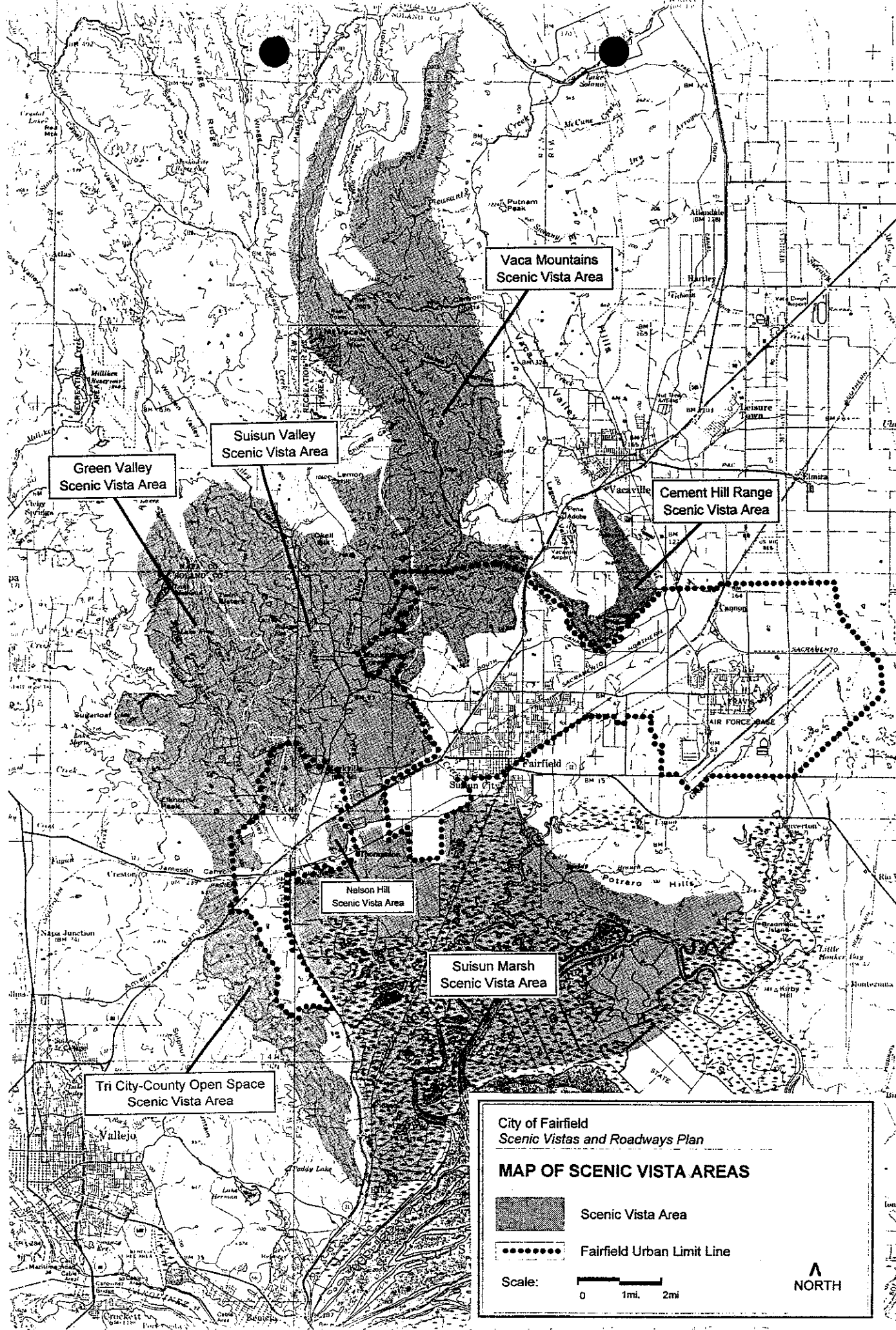
1. Is an area of agricultural or natural character which either:
 - can be viewed from a distance (e.g., a prominent hillside); or
 - comprises a broad viewshed (e.g., a valley);
2. Is not impacted by significant visual intrusions; and
3. Is clearly visible from public areas within Fairfield's urban limit line.

III. Identification of Scenic Vista Areas

In order to determine which areas visible from Fairfield are worthy of scenic designation, a detailed analysis of potential scenic vista areas was prepared. This analysis is presented in Appendix C. Based on this analysis and the criteria presented in Section II, the following geographic areas are designated as Scenic Vista Areas:

- Suisun Marsh
- Tri-City County Open Space
- Green Valley
- Suisun Valley
- Nelson Hill
- Vaca Mountains
- Cement Hill Range

Further details on each of the above Scenic Vista Areas, including specific policies and guidelines for each are presented in Section IV. General policies and guidelines which are applicable for all Scenic Vista Areas are presented in Section V.



City of Fairfield
Scenic Vistas and Roadways Plan

MAP OF SCENIC VISTA AREAS

- Scenic Vista Area
- Fairfield Urban Limit Line

Scale: 0 1mi. 2mi

NORTH

IV. PLANS FOR SCENIC VISTA AREAS

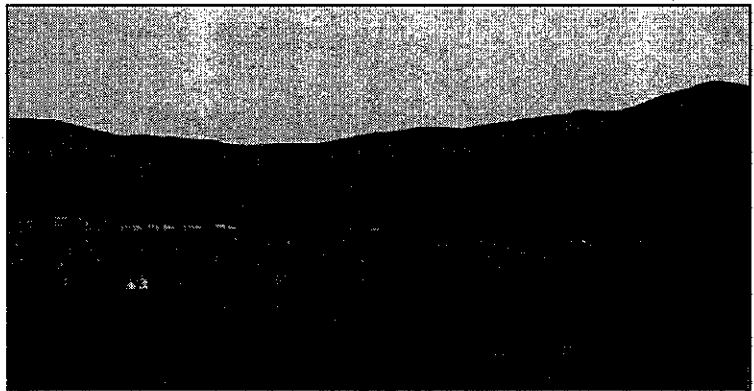
A. Tri City-County Open Space

Description

The Tri City-County Open Space is a series of hills and ridges at the city's southwestern edge. The hills extend from Benicia northwards to Interstate 80 on the west side of Interstate 680, forming an undulating ridgeline which rises 1,000 feet above the surrounding terrain. These hills, slated for preservation as permanent open space, present a highly visible and clearly definable western boundary for the Fairfield area.

Scenic Highlights:

The Tri-City hills are characterized by steep, grassy slopes and narrow canyons. Primarily used for grazing, cows and scattered agricultural buildings can be seen throughout the hills. Mostly treeless, these hills contrast nicely with the oak covered hills to the north. The steep barrenness of the Tri-City hills presents a highly visible reminder of the diverse landscapes of the Fairfield area.



Locations for Best Views of SVA:

Standing high above the surrounding terrain, the Tri-City-County Open Space are visible throughout south and western Fairfield. The best close-up views can be found along many streets in the Cordelia Villages, Southbrook and Garibaldi subdivisions east of Interstate 680. Ridgeview Park on Oakwood Drive provides especially good views. Distant views are best from areas in the south-central parts of the city, particularly along Cordelia Road.

Visual Intrusions

Little-disturbed by human activities, the Tri-City Open Space is nearly free of unattractive visual features. The primary intrusions are scattered high-voltage power lines which cross the hills.

Issues for Scenic Preservation and Enhancement:

Because the vista area itself is nearly free of visual intrusions, little work is needed to improve its current visual quality. Removal or screening of large electrical towers is not particularly feasible. As the area is planned for preservation as open space, development is not anticipated.

to pose a future visual blight. The potential for the area to be developed for wind generation, however, is an issue. The City of Santa Clara and PG&E own property in the hills on which they may develop wind-power generating facilities. While small, scattered wind turbines might add visual interest, large or densely-spaced facilities could mar the area's natural character.

Specific Recommendations, Guidelines and Policies

- The City should continue to work with Santa Clara and PG&E to prevent the placement of wind turbines that are visible from the City.
- The City should continue to work with Solano County and the cities of Benicia and Vallejo to preserve the hills as open space accessible to the public.
- The City should not approve urban development outside the existing urban limit line in the vicinity of the scenic vista area.

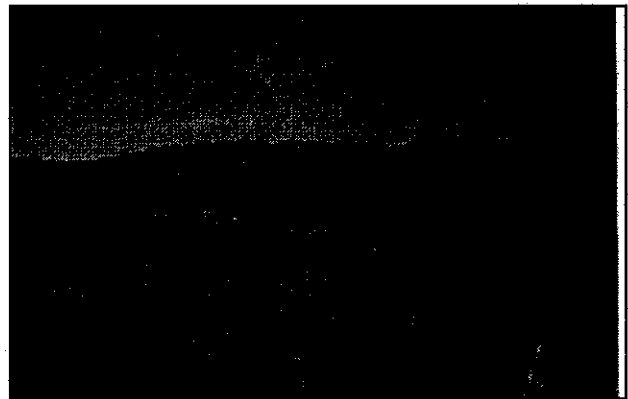
B. Nelson Hill

Description:

Nelson Hill is a prominent landform in western Fairfield, located south of Interstate 80, nearly one mile east of the I-80/I-680 interchange. Roughly one mile long by one-half mile wide, Nelson Hill stands as a solitary knoll visible from all sides. The hill is characterized by steep slopes on its south, east and west sides, and by its flat, quarried summit. The summit gradually slopes upwards from north to south, reaching a nondescript high point 300 feet above the base of the hill.

Scenic Highlights:

Standing alone above Interstates 80 and 680, Nelson Hill provides a defining image of the city for those traveling from the west or south. The broad, oak-covered slopes of the hill combine with undeveloped hills north of Interstate 80 to create a strong focal gateway for western Fairfield. The natural character of Nelson Hill serves as an attractive contrast to the hodge-podge of highway commercial uses at its base along the freeway.



Locations for Best Views of SVA:

Although Nelson Hill is visible from much of western Fairfield, its low profile makes nearness a key to good viewing. The best views are available along streets such as Cordelia Road and Pittman Roads which skirt the base of the hill. Interstates 80 and 680, which pass nearby, also offer excellent views.

Visual Intrusions:

While much of the hill remains undeveloped, a variety of unattractive elements mar its overall appearance. These include:

- a high-voltage power line crossing its north side supported by a single tower
- an antenna and cement-bunker covering a water reservoir on north side
- a billboard on the north side, facing Interstate 80
- utility lines climbing up the south side to the summit
- a cement batch plant and scars from old quarry on south side along Cordelia Road.

Issues for Scenic Preservation and Enhancement:

As described above, a variety of visual intrusions exist on Nelson Hill that need to be addressed. Nelson Hill also faces several future challenges to its visual integrity. The hill, which is currently unincorporated, is likely to be annexed to the city and developed with up to 300 houses on its summit. In addition, areas at the hill's western base along Pittman Road will be developed for a variety of uses. These changes, along with the continuing development of highway-related businesses on the hill's north side, present the likelihood that some views of the hill will be reduced. Development on the hill itself, however, does create an opportunity for public access to its summit which is currently in private ownership. Development also opens the possibility for a vista point to be established on the summit.

Specific Recommendations, Guidelines and Policies

Because Nelson Hill is currently unincorporated, the City has no ability to control changes that occur in this scenic vista area. The following recommendations should be followed, however, as the City prepares a master plan for the hill prior to its annexation and approves development thereafter.

- General Plan policies for development on Nelson Hill shall be followed. The master plan for development on Nelson Hill, which is required by the General Plan, should include specific provisions for the mitigation of the visual intrusions identified above.
- The billboard should be removed as a condition of development.
- Further quarrying on the hill should be ceased.
- All utilities on the hill other than the high-voltage line should be undergrounded as a condition of development.
- Per the City's Antenna Ordinance, additional small antenna facilities may be added on Nelson Hill. New antennas should be sited and designed in a manner which minimizes their visibility.
- The flat terrain around the edge of the reservoir should be regraded to provide a more natural appearance.
- A vista point, accessible to the public, should be created on the summit.

C. Green Valley:

Description:

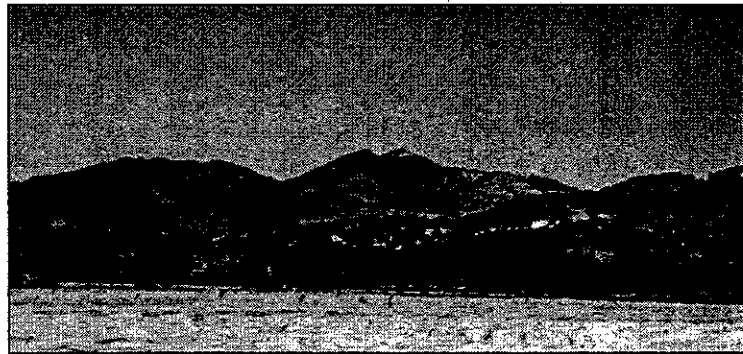
Green Valley is a narrow, seven-mile valley set at the far western edge of the city, north of Interstate 80. The valley is defined geographically by long ridgelines to the west and east, and the valley floor itself. The "lower" end of the valley floor, south of Eastridge Drive is primarily located within the city limits of Fairfield. Land use is primarily residential, with substantial undeveloped acreage set aside for future residential and high-end commercial uses. "Middle" and "Upper" Green Valley are more rural in character. This area is home to vineyards, farm houses, a country club and an unincorporated subdivision of several hundred homes.

Scenic Highlights:

Home to a mixture of upscale subdivisions, vineyards, tree-covered hills, Green Valley is a highly scenic area.

Highlights include:

- rugged oak covered hills and steep peaks on either side of a narrow valley floor
- Twin Sisters, a double-peaked mountain towering 2,200 feet above the head of the valley
- undeveloped Rockville Hills Park in the hills on the valley's east side
- vineyards, pastures and old farm buildings which give middle Green Valley, between the city limits and the Green Valley Country Club, a pleasant agricultural character
- Green Valley Creek, running through the heart of the valley
- attractive boulevards and high-quality architecture of offices and commercial buildings within the city limits.



Locations for Best Views of SVA:

Although the hills on the valley's west side are visible from much of the city, the best views of the valley are in the Cordelia area. Long distance panoramas of the valley are a highlight for those traveling north on Interstate 680. The most intimate views are available from areas within the valley itself. In particular, Green Valley Road provides excellent views from the valley floor, and the western side of Rockville Hills Park offers high overlooks into the valley.

Visual Intrusions:

For the most part, visual blight is rare in Green Valley. The quality of architecture and site design for development in the city limits is particularly high. The major negative element is a high-voltage power line which follows a southwest-northeast right-of-way in the lower part of the valley and climbing through Rockville Hills Park. Also, some houses in the hills on the east

side of Green Valley Road north of the city limits are highly visible, breaking up the character of the oak-covered slopes.

Issues for Scenic Preservation and Enhancement:

Eliminating the visual intrusions described above is likely outside of the city's control. The biggest issue for visual quality, however, is the impact of future development on the valley floor. Fairfield's General Plan anticipates the potential for annexation of middle Green Valley (identified in the plan as Phasing Area B) and the southwestern portion of the valley.

Minimizing the visual impact of development in these areas, while preserving the Valley's agricultural character will be important. Providing public access to Green Valley Creek is also an issue.

Issues specifically relating to scenic quality along the Green Valley Road corridor will be discussed in the Scenic Roadways portion of this plan.

Specific Recommendations, Guidelines and Policies:

- Much of the vacant land on the valley floor is located within Phasing Area B. Development in this area shall be consistent with portions of the Green Valley Settlement Agreement pertaining to Phasing Area B.
- The General Plan requires that an areawide plan be prepared for all of Phasing Area B prior to any development. The areawide plan should ensure that commercial agriculture remains viable in Green Valley, particularly within view of Green Valley Road.
- An open space buffer should be preserved along Green Valley Creek and made accessible to the public.
- The Eastridge Subdivision has an adopted Community Design Plan and recorded Covenants, Conditions and Restrictions which serve to minimize the visual impact of the project. Development in Eastridge which complies with the Community Design Plan and CC&Rs will satisfy all requirements of the Scenic Vistas and Roadways Plan.

D. Suisun Valley

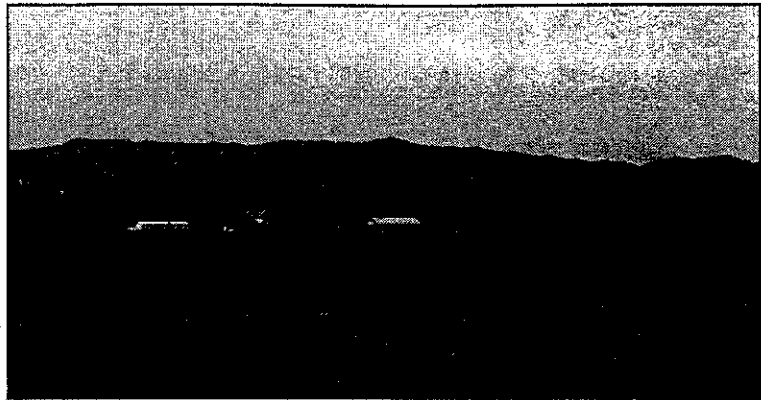
Description:

Suisun Valley encompasses a wide swath of largely unincorporated land which separates the western part of the city from its central and northeast areas. Approximately six miles wide, the valley is defined to the west by a long series of hills and ridges stretching from Nelson Hill near I-80 over seven miles to a high point at Twin Sisters, and to the east by the rolling foothills of the Vaca Mountains. About seven miles long, the valley extends from Cordelia Road, south of Interstate 80 to a series of low hills visible at its north end. The floor of Suisun Valley is home to a vibrant mixture of orchards, row crops and vineyards.

Scenic Highlights:

Home to some of the best soil in the Fairfield area, the Suisun Valley is a richly productive and highly scenic agricultural area. Highlights include:

- thousands of acres of vineyards, orchards and field crops
- wineries and other farm structures, which accentuate and reinforce the agricultural character of the landscape.
- sweeping, panoramic views of the Vaca Mountains, Twin Sisters and other hills which provide clearly defined boundaries for the Valley.



Visual Intrusions:

No major visual blemishes are visible in the valley from Fairfield.

Locations for Best Views of SVA:

The best views of the valley are along Rockville Road, outside Fairfield's urban limit line. Excellent vistas are also available from the following locations within the urban limit line:

- Cordelia Road near eastern base of Nelson Hill
- Interstate 80 between Suisun Valley Road and West Texas Street,
- Highway 12, within 1/2 mile of I-80
- Suisun Valley Road
- Rockville Road, west of Rockville Hills Park
- upper portions of Rancho Solano Parkway

Issues for Scenic Preservation and Enhancement:

As there is little blight visible in the valley from Fairfield, the two key issues are maintaining the high quality of existing views of the valley and providing additional opportunities for viewing the wide valley floor from the city. While urban development on the valley floor is unlikely, the City's General Plan does anticipate future development along Suisun Valley Road south of Rockville Road and in the valley's eastern hills above Mankas Corner Road. Minimizing visibility of this development will be an issue as well.

Specific Recommendations, Guidelines and Policies:

- The City should work with SID to extend its agreement regarding water service in Suisun Valley.

- The City should work with the Solano Farmlands and Open Space Foundation to establish a permanent buffer between agricultural and urban uses at the edge of the city limits to preserve the viability of farming in the valley.
- To minimize visibility of development in the hills east of the valley floor, the City's Hillside Management Guidelines should be strictly applied to development in Phasing Area C and Phase Three of the Rancho Solano Project.

E. Vaca Mountains

Description:

The Vaca Mountains form the eastern boundary of the Suisun Valley, and dominate Fairfield's northern horizon. This scenic vista area stretches from the low foothills near Hilborn Road in the city to 2,800-foot Mt. Vaca eight miles north.

Scenic Highlights:

Visible from all but the most isolated parts of town, the Vaca Mountains are the highest landform in the Fairfield area.

The view of these scenic mountains varies widely throughout the city. From both the southwest and easternmost parts of Fairfield, the mountains form a long, darkly-forested



ridgeline. The Vaca Mountains are, perhaps, most scenic from central Fairfield. Here, viewed straight on, the landform appears as less of a ridgeline and more as a distinct mountain. The foothills, while less striking, are also highly attractive. Viewed primarily from central Fairfield, these rolling hills stretch from Suisun Valley to a low saddle between Cement Hill and the Vaca Mountains north of Paradise Valley. Together, the grassy foothills and forested upper slopes of the Vaca Mountains create a vivid northern backdrop for the city.

Locations for Best Views of SVA:

Excellent views of the Vaca Mountains are all around Fairfield. The best views, however, are available from Interstate 680 heading north, Interstate 80 east of Suisun Valley Road, and from many places in central Fairfield.

Visual Intrusions:

The undeveloped mountains stretch for many miles away from the city. As a result, few visual intrusions are visible on the mountain's distant, higher slopes. A cluster of antennas on top of Mount Vaca is the only unattractive feature that can be seen. The natural feel of the vista area is more disturbed, however, in the low foothills within the city limits. Here, houses of the

Rolling Hills, Castlerock and Rancho Solano subdivisions creep upwards, highly visible against the backdrop of rolling yellow and green hills. In addition, the City's Martin Hill water tank looms in the foreground. While not in the Vaca Mountains proper, the tank diminishes views of the Scenic Vista Area.

Issues for Scenic Preservation and Enhancement:

Little can be done to minimize visibility of existing development. The key challenge, therefore, will be to limit visibility of development in the foothill areas which has not yet been approved. This includes future phases of the Rancho Solano project and development in Phasing Area C. In addition, better screening of the Martin Hill water tank would improve views from central Fairfield.

Specific Recommendations, Guidelines and Policies:

- To minimize the visibility of future development in the foothills of the Vaca Mountains, the City's Hillside Management Guidelines should be strictly applied in approval of future development in Phasing Area C and Rancho Solano projects.
- Any development in the eastern portion of Phasing Area C visible from Interstate 80 should be clustered on flat areas at the base of the hills along Lyon Road. Upper slopes should be preserved as permanent open space.
- Any replacement tank on Martin Hill should be sunk into the hill when the existing structure reaches the end of its useful life.

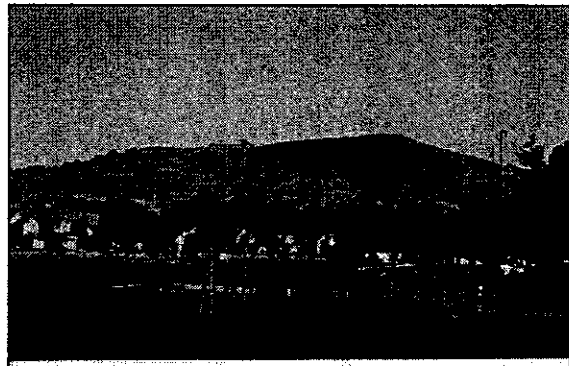
F. The Cement Hill Range

Description:

The Cement Hill Range comprises a series of hills in northeast Fairfield. Rising 800 feet above the flat terrain to the south, east and west, the Cement Hill range is one of the City's most prominent landmarks. Viewable from much of the city, these sparsely forested hills gradually rises from Interstate 80 southwards to the distinct summit of Cement Hill itself. The hill then drops off towards its base near Cement Hill Road.

Scenic Highlights:

Standing tall above the lowlands of northeast Fairfield, the Cement Hill Range serves as a vivid focal point for Northeast Fairfield. On its western side, the steep hills form a pleasant bowl which cradles the city's Paradise Valley area. On the south slope of Cement Hill, historic buildings from the ghost town of Cement stand out



against a grassy backdrop. The northeast side of the range is dotted with a forest of oaks, forming an attractive vista.

Locations for Best Views of SVA:

Set close to the city limits, Cement Hill is highly visible from many places in central and northeast Fairfield. The following offer some the best views:

- I-80 heading north
- Air Base Parkway
- Cement Hill Road and Laurel Creek Park
- Paradise Valley Drive and golf course; and
- Lyon Road.

Visual Intrusions:

Cement Hill received its name from a former cement quarry on its southern side. While historic buildings remain as an interesting reminder of the operation, scars from the quarry itself stand out as unattractive remnant. Another blight are the white mineral stains that have leached out of old quarry pits. Finally, large antennas have been placed on the hill's summit and northeast ridge.

Issues for Scenic Preservation and Enhancement:

The City's General Plan calls for portions of Cement Hill above the 200-foot level to be preserved as open space. Minimizing visibility of development below this level will be a key issue. As development occurs, rehabilitation of the old quarry and preservation of historical buildings will be needed. Also, with development there may be an opportunity to open the hill and summit to public access, providing spectacular views of surrounding lowlands and mountains. Finally, there is a need to prevent or minimize the visibility of antennas on the hill.

Specific Recommendations, Guidelines and Policies:

- Existing City policies which prevent development above the 200' contour should be maintained.
- The City's Hillside Management Guidelines should be strictly applied in approval of future development on Cement Hill below the 200' contour.
- Areas above 200' should be preserved as open space. If the City ultimately acquires this open space, it should develop publicly accessible trails and vista points on Cement Hill to take advantage of outstanding views of Fairfield and distant areas.
- The site of the historic community of Cement and existing buildings should be preserved and opened to the public on a limited basis.
- The quarry site should be rehabilitated to a more natural condition.

- If land on the summit is acquired by the City, placement of antennas will fall under the City's Antenna Ordinance, and additional small antenna facilities may be added. These should be sited and designed in a manner which minimizes their visibility.

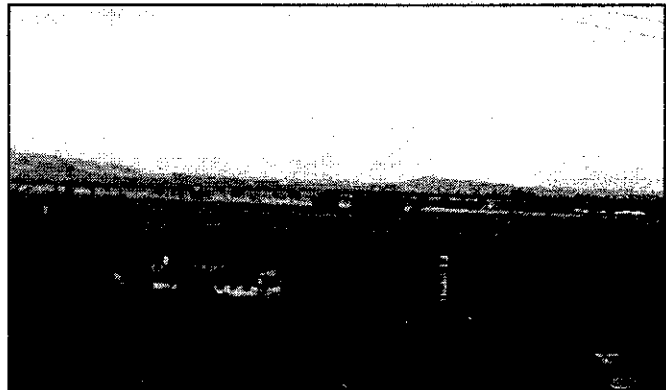
G. Suisun Marsh

Description:

Suisun Marsh is a flat wetland located south of central Fairfield. As the largest estuarine marsh in the United States, Suisun Marsh is Fairfield's most unique natural area. The marsh covers an area roughly twelve miles long by twelve miles wide.

Scenic Highlights:

Primarily a wetland, pockets of water and slough in the Marsh intermingle with open pastures. Together, they paint a verdant picture which contrasts with often yellow hills in the background. Largely protected from development, the green wetlands are especially attractive during the summer season, when other areas have long since dried out. A variety of agricultural buildings are visible along the marsh's edge, highlighting its secondary role as productive ranchland. Wildlife, particularly waterfowl, are visible at all times of the year.



Locations for Best Views of SVA:

As a low-lying area, Suisun Marsh is not easily viewable. Limited close-up views are available within the city along Cordelia Road and from higher portions of Red Top Road heading east towards Interstate 680. Without question, however, the best views of the marsh are along Interstate 680 heading north.

Visual Intrusions:

Visual blight is minimal in the marsh. The main unattractive element is a high-voltage powerline which stretches across the Marsh's northeast section. Also, the concrete buildings of the Fairfield-Suisun Sewer District mar views from Cordelia Road.

Issues for Scenic Preservation and Enhancement:

The few visual intrusions in the marsh are not readily fixable. Further, development is not expected to substantially affect any of the existing viewing areas. Because there are few places in the City to view the marsh, the main issue is to identify and provide further viewing opportunities.

Specific Recommendations, Guidelines and Policies:

- Development south of Cordelia Road or east of Interstate 680 should be limited to agricultural and open space uses.

V. POLICIES AND GUIDELINES FOR ALL SCENIC VISTA AREAS

The previous section presented guidelines that specifically relate to individual scenic vista areas. This section is intended to present guidelines that are applicable to development affecting any scenic vista area.

Development has the potential to have visual impacts on Scenic Vista Areas in two ways. First, structures built outside a scenic vista area, can block background views of Scenic Vista Areas. Second, development within a Scenic Vista Area can reduce the attractiveness of the vista area itself. Section V presents policies and guidelines to ensure that new development does not adversely impact the viewshed in either case.

Policies for Development Affecting Scenic Vista Areas.

In order to ensure that the impact of new development on Scenic Vista Areas is minimized, two policies have been established. Policies 1 and 2 are shown below. After receiving an application which requires discretionary review (Minor Discretionary Approval, Minor Development Review or Development Review), staff will make a determination as to whether or not the project is subject to either policy. Projects subject to the policies for Scenic Vista Areas are those that are: a) located within a scenic vista area; or b) adjacent to a scenic roadway, scenic vista point or park. Projects which are located in these areas should only be approved if they satisfy Policies 1 and 2. Staff reports for Development Review will include a brief discussion of how these policies were satisfied.

The policies for Scenic Vistas are:

- 1. New development shall not significantly obstruct views of Scenic Vista Areas from scenic roadways, scenic vista points or parks.***

The intent of this policy is not to preclude development on areas immediately adjacent to the public areas identified above. Rather, the intent is to require such development to occur in ways which minimize its impact on views of scenic vista areas. Projects which comply with the guidelines in the following section will satisfy this policy. In particular designs which steer development away from hillsides to lower elevations, clustered development or proposals which preserve the majority of a building site as natural open space should satisfy the intent of this policy. In addition, an exception will be made where a project is located in an area where the city is intending to create a pedestrian-oriented, urban-style setting, such as downtown Fairfield. In this case, the need for shallower setbacks may limit distant views.

2. *New development located within a Scenic Vista Area shall not significantly change the natural, rural or agricultural character of its site.*

To assist applicants and staff in minimizing the impact on scenic vista areas, a set of guidelines have been prepared. These are presented in the following section.

Guidelines for Minimizing Impact on Scenic Vista Areas

A variety of factors contribute to the positive or negative visual impact of a development project. These include the location, configuration and design of new structures. Additional factors are the amount and location of open space and natural areas which are preserved. The guidelines presented here address these aspects of development. In particular, the guidelines cover:

- site design
- building architecture
- landscape design; and
- miscellaneous site improvements (walls, fencing, signs, etc.)

Before reviewing the guidelines which follow, it should be noted that all of the Scenic Vista Areas designated in the SVRP except Suisun Marsh are characterized by hilly terrain. The portions of these areas that are located within the city limits are, for the most part, included within the Hillside (H) Zoning Overlay District. Development on land in the (H) Overlay District is subject to the compliance with the City's Hillside Management Guidelines. *The Hillside Management Guidelines will be the primary management tool for minimizing visual impacts of development* in the Nelson Hill, Vaca Mountains, Cement Hill Range and Tri-City Open Space Scenic Vista Areas (SVAs) as well as in hilly portions of the Green Valley and Suisun Valley SVAs. As unincorporated areas within these areas are annexed to the City, hilly and upland portions should be included in the (H) Overlay District.

The guidelines which follow are intended for projects on either flat or hilly sites. Many of these guidelines have been adapted from the Hillside Management Guidelines, as they also apply to minimizing impacts of development on non-hilly sites within an SVA.

A. Site Design Guidelines

The site design guidelines which follow are intended to minimize impacts on the visual quality of scenic vista areas through measures which relate to density and location of new development on its site.

1. Land Use. Uses within an SVA should be primarily agricultural, open space or residential in character. Local-serving commercial uses may be acceptable if incorporated into a rural - village setting (e.g., commercial uses at the intersection of Rockville Road and Suisun Valley Road). Strip commercial or industrial uses are not acceptable. Any use may be approved on property with background views of an SVA. Development on these sites, however, should not significantly disrupt the background view.
2. Site Character. Development within a scenic vista area should be sited and designed so that the natural, rural or agricultural character of the area is preserved. The following measures provide guidance in preserving site character:
 - a. Prominent natural features such as higher portions of a site, rock outcroppings, riparian corridors, wetlands, and mature stands of trees should be preserved in an undisturbed form.
 - b. Vegetation removal in general should be minimized.
 - c. Where possible, development should be channeled into previously disturbed areas. However, important man-made features such as farm buildings, unique or historical structures, and rock walls should be preserved and incorporated into the overall site design.
 - d. Buildings, roads, driveways and other improvements should be sited in locations that are least visible from outlying areas. This can be accomplished by taking advantage of existing site features such as depressions in topography, surrounding hillsides and ridgelines, and screening provided by existing tree clusters.
 - e. Existing orchards and vineyards should be incorporated into the overall site design.
 - f. To the extent feasible, existing vegetation should be used for screening new construction.
 - g. A natural appearance should be provided along the transition between development and open space.
 - h. Design solutions including deeper setbacks, lowered building height, berming or site excavation may be required to minimize the visual prominence of development where the above techniques do not meet the objectives of the SVRP.
3. Development Pattern. In general, development should be compact, rather than scattered. Within an SVA, uses should be clustered in one or more small groups in less visible areas. Large portions of a development area should be preserved for agricultural uses or open space. A conventional lot pattern would be comprised of large lots (1-5 acre) interspersed over the entire project site, whereas a cluster approach would concentrate development by utilizing smaller lots, narrower road surface and tighter building spacing.

4. Street Design. Streets within or adjacent to an SVA should be designed so to maximize the viewing experience for those who travel on them. To this end the following guidelines should be observed:

- a. Perimeter street patterns that open to surrounding hillsides and riparian corridors, with unloaded or single loaded streets and open ended cul-de-sacs should be encouraged.
- b. New streets should be aligned to provide terminal views of prominent topographical features, wherever possible.
- c. Private streets which restrict public access and create "gated communities" should not be approved in SVAs. Rather, development should be designed in a manner which promotes physical and visual access to open space lands and scenic routes for the benefit of all residents of Fairfield.

B. Architectural Guidelines

The purpose of this section is to promote architectural designs suited to scenic settings in Fairfield. The guidelines are written with the intent to conserve the rich visual character of Fairfield's scenic vista areas. The architectural guidelines which follow are intended to minimize impacts on the visual quality of scenic vista areas through measures which relate to issues such as building mass, form, height, and color.

1. Mass and Bulk. The effective visual bulk of a structure or structures should be minimized. The City may restrict the building height when appropriate to minimize view impacts. Reduction of bulk can be achieved by the following techniques:
 - a. Avoid large single form structures.
 - b. Detach parts of the dwelling such as the garage.
 - c. Avoid long continuous building masses from one or more buildings that would create a "wall" effect when viewed from a distance. Building facades should be articulated to produce shadows through wall setbacks/offsets, overhangs, projecting windows, recessed openings, decks, and porches. The typical flat two story rear wall of a tract house is not acceptable in locations visible from public view.
2. Form and articulation. In general, building form should reflect subservience to the existing landscape rather than domination over it. In visual terms, this means that the design of the building consists of elements that are subtle and as inconspicuous as possible. Subtleness of form can be achieved by the following techniques:

- a. Roof forms should complement the forms of the surrounding natural terrain and features. Roof pitches that mimic the gradient of the natural terrain to integrate the building with the landscape are encouraged. Long linear unbroken roof lines are not allowed.
 - b. Higher portions of the structure should be set back from the street and the front facade to reduce apparent height.
 - c. Vertical building lines should generally be minimized to reduce apparent height. Emphasis should be on the horizontal proportions, not on the vertical.
 - d. Elevations facing streets or common areas should be on more than one plane. Bay windows, chimneys, popouts, and large window build-ups should be used to break up the mass of large wall areas.
3. Materials and color. Building materials and color schemes should blend with the natural landscape of earthtones, to minimize contrast of the structure with its background when viewed from the surrounding community.

- a. The use of building siding should be consistent on all exterior walls visible from off-site views. Side and rear wall siding should match the front wall.
- b. The following building materials are encouraged:

Exterior Walls

- horizontal wood or masonite lap siding
- exposed wood structural members
- natural colored brick
- natural colored cement plaster

Roofs

- flat concrete shingles
- flat and barrel clay tile
- composition shingles with thick butt, architectural grade.

- c. The following materials should not be used:

Exterior Walls

- plastic materials made to resemble masonry or stone
- wood shingles or shakes

Roofs

- built-up roofing
- reflective or shiny materials

- non-fire resistant materials
 - wood shakes or shingles
- d. Concrete paving used in areas visible from offsite should be tinted to diminish the visual impact.
- e. Reflective glass is prohibited. When other glass is used as a prominent design element, it should be deeply recessed or screened so as not to reflect light or cause glare.
- f. Darker colors are less conspicuous when viewed from a distance and therefore blend easily with the natural surrounds. Wall colors should be muted to blend with the landscape. Roof colors should be darker earthtones.
- g. The following colors are encouraged:
- Exterior Walls:*
- medium and dark tone grays
 - medium to dark tone browns, rust, and sand
 - dark tone beiges
- Roofs:*
- medium and dark tone grays
 - medium to dark tone browns, rust and sand
 - darker tones of variegated browns and grays
- h. The following colors should not be used as a primary building color. They may be acceptable as trim colors when off-site views are not impacted:
- white
 - off-white colors with light ones
 - bright reflective colors
 - colors that stand out in stark contrast to the surrounding natural environment, such as blue and yellow.
4. Lighting. Exterior flood lighting for safety should be located and shielded so as not to shine on adjacent properties. Decorative lighting should not highlight offsite features.
5. Accessory Structures. Accessory structures which can be seen from a public street should be architecturally compatible with the main structure, employing similar materials, colors and, where applicable, roof pitch.

C. Landscape Design Guidelines

Landscaping is an integral part of any development project. For projects which are located within an SVA or are set within the foreground view of an SVA, landscaping can be a critical part of preserving the area's scenic quality. This section presents guidelines for maximizing the effect of landscaping in these areas. The guidelines presented here, however, should not imply that landscaping is the primary means of preserving scenic views. Rather, land planning, site planning and architecture are the primary means to reduce visual impacts.

1. Existing trees shall be protected in accordance with the City's Tree Conservation Ordinance. Trees not subject to this ordinance may also be required by the City to be preserved for environmental and aesthetic purposes. Grading under tree driplines (including trenching for utilities) should be avoided to prevent root damage. Drainage patterns immediately around existing trees to be preserved should remain undisturbed in order to ensure preservation of the trees.
2. Provide necessary landscaping to screen development which unavoidably disturbs view of a scenic vista area. The degree of landscape screening, in terms of the number, size and location of plant material required, should be commensurate with the potential impact. At maturity, vegetative screening must reduce the impact of the structures, while preserving the natural background appearance. Screening should provide a natural look, and should not be conspicuous in its efforts to block views of a development. Landscape design and revegetation programs should reflect a natural character by employing the following principles:
 - a. Replanting should utilize native vegetation to replace that which is removed during the development phase.
 - b. Plantings should be applied in patterns that occur in nature and are common to the site where the revegetation will take place.
 - c. Irregular plant spacing should be used to compliment the natural pattern of trees. For example, trees may be placed in undulating groups to create a cluster or grove effect, in random patterns along riparian corridors or on gently sloping hills.
 - d. Shrubs of varying height should be planted along riparian corridors, drainage swales, and between tree stands as may occur naturally in the vicinity of a project. Grasses or ground covers of native and introduced species are appropriate on slopes for erosion control.
3. To preserve native vegetation within the boundaries of individual residential parcels or in privately held common areas or open space, natural landscape easements dedicated to the City and/or a project homeowners association may be required. In addition, building envelopes may be required on individual lots at the time of approval of custom lot

subdivisions to preserve natural features and prohibit the installation of solid fencing or walls.

D. Miscellaneous Guidelines

1. Wall and Fence Guidelines

- a. The design of fences and walls should be an integral component of the overall landscape design for a project. Construction materials should compliment the natural features of a site and add to the hillside character of the property. Landscaping should be integrated with the design of fencing and walls.
- b. Horizontal lines and proper proportions should be used to reduce the perception of height and bulk of fences and walls. To further minimize visual impact fences and walls should follow hillside contours.
- c. Natural vegetation, rather than fencing, is encouraged to provide screening for privacy in large lot developments. Where solid fencing is necessary for privacy, the length should be minimized and the fence should transition to an open style further away from the house.
- d. The following materials are encouraged for construction of fences and walls (non-retaining):
 - earthtone colored concrete
 - split-faced concrete masonry in earthtone colors
 - stone and brick masonry
 - walls with earthtone colored cement plaster finish
 - wood
 - detailed wrought iron (for use in gates, and other small areas)
 - open wire mesh fencing
 - split rail.
- e. The following wall and fence materials should not be used:
 - chain link, except for use with a tennis court
 - corrugated metal
 - bright colored plastic or plastic coated materials
 - reed materials.

2. Sign Guidelines. By definition, signs are intended to draw attention to themselves. As a result, the design of many typical signs will conflict with the natural character of a scenic vista area. To minimize this effect, the following guidelines should be followed:

- a. The placement of signs within a scenic vista area will be actively discouraged.

- b. Materials, scale, location and orientation of signs should harmonize with surrounding elements. Wood and darkly painted metal is encouraged. Plastic is discouraged.
- c. Directly lighted, neon, brightly colored, rotating, reflective, blinking, flashing or moving signs are prohibited within a scenic vista area.
- d. Freestanding signs should not substantially block views of scenic vista areas from thoroughfares, parks, trails, developed vista points, and other public areas.
- e. Freestanding signs within scenic vista areas should be no larger than four feet tall by four feet wide.
- f. Priority will be given to abatement of sign violations within or affecting scenic vista areas.

PART THREE - SCENIC ROADWAYS

"Identify, designate, and preserve Scenic Roadways within the General Plan Area"

- Fairfield General Plan Policy OS 6.7

I. INTRODUCTION

As the backbone of Fairfield's transportation network, roads are an essential feature of our community. Their primary purpose is to link destinations by providing a surface on which goods and people can travel. A good road, to many, is one that is uncrowded and allows us to get from point A to point B as quickly as possible. Some roads, however, stand out as special routes because they provide access to highly attractive scenic corridors.

Fairfield is graced with a wide variety of natural areas surrounding the city. Many of these areas, however, are privately owned, and are not accessible to most residents. Fortunately, a series of highly attractive road corridors encircle the City. These provide visual access to private natural areas and serve as a scenic resource accessible to Fairfield residents. As the city grows, it is essential that the visual character of its scenic roads be maintained.

II. The Concept of Scenic Roadways

In general, the scenic quality of a road is directly related to the amount of open space within their associated visual corridors. A scenic route is a road, street or an expressway which traverses a corridor of relatively high visual or cultural value. It consists of both the public right-of-way and a scenic visual corridor. The visual corridor is that area viewable from the right of way. Visual corridors are split into two sections: the foreground, which is that area within approximately one quarter mile of the right of way, and distant views beyond one-quarter mile. In addition to distinct foreground and distant views, the visual quality of a scenic corridor is defined by special features, which include:

- *Focal points* - prominent or man-made features which immediately catch the eye;
- *Transition areas* - locations where the visual environment changes dramatically; and
- *Gateways* - locations which mark the entrance to a community or geographic area.

The following sections identify Fairfield's most attractive road corridors and designate them as "Scenic Roadways". Subsequent sections present mechanisms for preserving their scenic qualities.

The following criteria for designating Fairfield's Scenic Roadways have been established:

A Scenic Roadway will exhibit the following characteristics:

1. Is within Fairfield's city limits or urban limit line;
2. Showcases agricultural areas or unique aspects of the natural landscape;
3. Is not significantly impacted by visual intrusions; and
4. Is not short or segmented.

III. Identification of Scenic Roadways

In order to determine which roads are worthy of scenic designation, a detailed analysis of potential scenic roadways was prepared. This analysis is presented in Appendix D. Based on this analysis and the criteria presented above, the following roads are designated as Scenic Roadways:

Road	Section
• I-680	Portion within Urban Limit Line
• Cordelia Road	Portion within Urban Limit Line west of Hale Ranch Road
• Green Valley Road	Portion from Business Center Drive to northern boundary of Phasing Area B
• Rockville Road	Portion within the Urban Limit Line, west of Suisun Valley Road
• Rancho Solano Parkway	All
• Lyon Road	Portion between existing City Limits and the Urban Limit Line
• Hilborn Road	All
• future Walters Road extension	Portion north of Air Base Parkway
• future Manuel Campos Parkway	All

Further details on each of these Scenic Roadways, including specific recommendations and guidelines for preserving their scenic quality are presented in Section IV which follows. General policies and guidelines which are applicable for all Scenic Roadways are presented in Section V. Some of the recommendations in the following sections will incur costs to the city. These recommendations will only be implemented after necessary funding is secured.

IV. DESCRIPTION OF INDIVIDUAL SCENIC ROADWAYS

A. Interstate 680

Description:

Interstate 680 is a four-lane, limited-access freeway in western Fairfield, connecting the city with Benicia and Contra Costa County. The scenic route comprises four miles of the freeway from the city limits in south Cordelia north to I-680's terminus at Interstate 80.

Scenic Highlights:

Travelers in both directions on I-680 will find the road scenic. A tall oleander hedge, however, forms a barrier between the north and southbound lanes, creating a very different viewshed for each direction. Southbound, I-680 is a moderately scenic route offering excellent views of hills in the Tri-City County Scenic Vista Area to the west. Views to the east are limited due to the median hedge, but attractive glimpses of Suisun Marsh are periodically available. On clear days, Mount Diablo stands out in the distance to the south.



For northbound travelers, I-680 provides outstanding panoramic views of many of the city's Scenic Vista Areas. The golden hills of the Tri-City County Open Space rise above the median hedge to the west. Ahead to the north, views directly into Green Valley are spectacular. To the northeast, Nelson Hill welcomes travelers to Fairfield, while the entire ridge of the Vaca Mountains frames the view. In the distance to the east, Cement Hill is also clearly visible. Perhaps the most scenic element of the route is its foreground views of the Suisun Marsh. Running slightly elevated along the western edge of the Suisun Marsh, I-680 offers the city's best views of this scenic vista area.

Visual Intrusions:

Fronting on undeveloped wetlands, the majority of the scenic I-680 corridor is unblighted by visual intrusions. The northernmost portion of the route, however, is marred by a variety of

unattractive elements. These include the cluster of highway-oriented businesses and signs at the base of Nelson Hill and highly visible warehouses to the west, south of I-80.

Issues for Scenic Preservation and Enhancement:

Although the majority of the I-680 corridor is expected to remain in its scenic state, the following issues should be addressed:

- improving visual character of highway commercial development, especially pole signs
- minimizing visibility of industrial development
- minimizing visibility of future residential development in Garibaldi subdivision

Specific Recommendations, Guidelines and Policies:

- As a condition of development, landscaping should be required to screen views of new industrial facilities west of I-680. Landscaping should not include trees whose anticipated height would block views of nearby hills.
- A special sign district should be established which allows highway-oriented businesses to combine freeway signs onto one structure in exchange for removing individual pole signs.
- If new soundwalls are required along I-680, they should be sited in a manner which does not block views of the hills to the west.

B. Cordelia Road

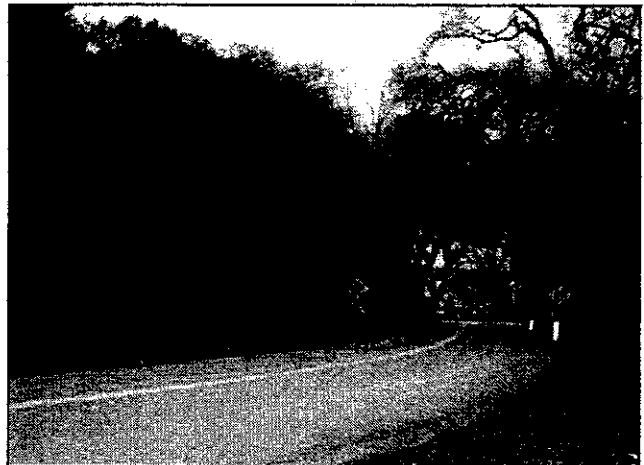
Description:

Cordelia Road is a generally rural road running from Suisun City to Interstate 680 along Fairfield's southern boundary. Although much of its six-mile length is scenic, a large portion of the road lies outside the city's urban limit line. The portion of Cordelia Road designated as a Scenic Roadway runs from the urban limit line at a sharp curve on the eastern side of Nelson Hill westward for 2.1 miles to the road's terminus at Lopes Road near I-680.

Scenic Highlights:

Cordelia Road passes through one of the most attractive rural corridors in the Fairfield area. Along the route, foreground views are highlighted by small farms, rock walls and the historic Old Cordelia Area. The road also offers dramatic long distance views of the Suisun Marsh to the southwest and Green Valley to the northwest. Highlights include:

- panoramic views of the Tri City County Open Space, Green Valley, Suisun Marsh Scenic Vista Areas



- intimate foreground views of Nelson Hill and lower portion of the Suisun Valley Scenic Vista Areas
- a quarter-mile passage through canopy of trees at eastern base of Nelson Hill; and
- rock walls and small farms on east side of Nelson Hill.

Visual Intrusions

Although the corridor as a whole is highly scenic, a variety of unattractive features do mar the roadway. These include:

- local utility lines running along road
- a PG&E substation on the southeast side of Nelson Hill
- rutted gravel pullouts on either side of road on east side of Nelson Hill
- a cement batch plant and adjacent buildings on southwest side of Nelson Hill
- the run down character of most development in Old Cordelia; and
- views of high-voltage powerlines in nearby portion of Suisun Marsh.

Issues for Scenic Preservation and Enhancement:

Three issues are key to preserving and improving the character of Cordelia Road. First is the need to deal with the visual intrusions described above. Second is maintaining the visual quality of the corridor, particularly the tree canopy and rock walls at the eastern end, as new development occurs. The area near Pittman Road is likely to see significant development for offices and residential uses. Third is the issue of Cordelia Road's inclusion as a part of the I-80 Reliever Route Project. Significant changes to the road, including widening and straightening, may be necessary in order to accommodate the large amounts of traffic it will be expected to carry.

Specific Recommendations, Guidelines and Policies

- Where feasible, existing and new utility lines should be undergrounded as a condition of approval for any development adjacent to the roadway.
- Rehabilitation of the gravel pull outs should be addressed in the master plan for Nelson Hill.
- The canopy of trees at the eastern end of the scenic corridor and all rock walls in the corridor should be preserved. Planting of a similar canopy and construction of low rock walls elsewhere in the corridor would serve to shield adjacent industrial and suburban uses, and provide a unified theme for the corridor.
- The City should work with PG&E to improve the visual condition of the PG&E substation.
- Industrial zoning in the corridor should not be expanded beyond existing locations.

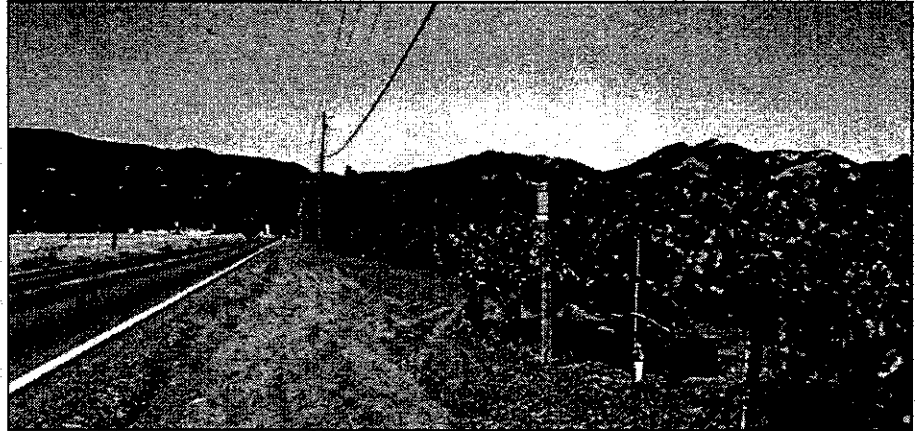
C. Green Valley Road

Description:

Green Valley Road traverses a highly attractive corridor running from the junction of Interstates 80 and 680 northwards along the eastern side of Green Valley in western Fairfield. The portion designated as a scenic roadway extends 2.2 miles from Business Center Drive near Interstate 80 north to the urban limit line near the Green Valley Country Club.

Scenic Highlights:

Passing through both developed and rural areas, Green Valley Road is a corridor of contrasting, but highly scenic character. The road's first eight-tenths of a mile are located within the city limits. Land along this portion of the corridor has been recently developed for residential uses. Between



Business Center Drive and Eastridge Drive, the median and road edges have been heavily planted with sycamore, liquidambar and other trees. These combine with an ivy-covered soundwall and a meandering pathway on each side to form an attractive urbanized road corridor. Long distance views of the hills on either side of Green Valley contrast nicely with the formally-planted foreground. A small grove of oaks at the northeast intersection of Business Center Drive and Green Valley Road is a particular highlight of the corridor.

North of Eastridge Drive, the road narrows, entering a canopy of black walnut which provides a comforting sense of enclosure. Through the trees, views to the west open up across the narrow valley's pastureland to the hills on the far side. On the east side of the road views are pleasantly limited by the nearby oak-covered hills which form the eastern wall of the valley. In the foreground, attractive vineyards and rural estates line the road. Beyond the limits of Phasing Area B, the scenic corridor ends. From here, the road continues past the Green Valley Country Club to a dead end in several miles.

Visual Intrusions:

Though a scenic corridor, Green Valley Road does have some unattractive elements. These include:

- high-voltage powerlines crossing the road south of Eastridge Drive
- local powerlines along road north of Eastridge Drive; and
- highly visible houses scattered along hills on eastern side of road, north of Eastridge Drive.

Issues for Scenic Preservation and Enhancement:

The biggest issue facing Green Valley Road is the future development of land on the west side of the road north of Eastridge Drive. Fairfield's General Plan designates this unincorporated area as Phasing Area B, a potential growth area for residential development. Maintenance of the rural character of Green Valley Road and minimizing traffic north of Eastridge Drive will be a major issue during preparation of an areawide plan for this area. Other issues include undergrounding of power lines and softening the currently harsh transition from suburban to rural landscaping along the road in the vicinity of Eastridge Drive.

Specific Recommendations, Guidelines and Policies:

- The rural/agricultural character of Green Valley Road, north of Eastridge Drive should be maintained. The suburban landscaping theme should not extend north of Eastridge Drive.
- Where feasible, new and existing utility lines along Green Valley Road should be undergrounded in conjunction with development in Phasing Area B.
- A buffer of agricultural land should separate Green Valley Road from any future development in Phasing Area B.
- The canopy of trees north of Eastridge Drive should be preserved.
- The harsh transition of the road's character in the vicinity of Eastridge Drive should be softened or formalized. To accomplish this, the median landscaping strip before the road enters the existing canopy of black walnut could include more rural plantings such as black walnut trees or tended grape vines. Alternatively, a formal gateway could be established in this area signifying the entrance to the more rural section of the roadway.

D. Rockville Road

Description:

Rockville Road is a rural road connecting Green Valley in western Fairfield with Texas Street in central Fairfield. Although the entire four-mile stretch of Rockville Road is scenic, only that portion of the road within the city's urban limit line has been designated as a Scenic Roadway. The Scenic Roadway runs for approximately two miles from Peaceful Pond Lane, east of Green Valley Road, to Rockville Road's intersection with Suisun Valley Road.



Scenic Highlights:

Traversing both the region's most interesting geologic area and productive agricultural land, the Rockville Road corridor is among the area's most unique. Beginning at Peaceful Pond Road, the corridor winds eastward through a narrow canyon created by oak-covered hills on either side of the road. The road soon passes an entrance to Rockville Hills Park which comprises the hills to the south. In this area, tall rock outcrops loom over both sides of the road. Just before reaching a narrow pass blasted through the hills, a rock wall begins on the north side of the road. The wall continues for over a mile nearly to the corridor's end at Suisun Valley Road. Beyond the pass, rock outcroppings continue high above the north side of the road. Soon, the road passes the main entrance to Rockville Hills Park. Beyond Rockville Hills Park, the road snakes its final half mile past small ranches to the rural community of Rockville Corners at Suisun Valley Road.

Due to the steep hills on either side of the road, long distance vistas from the corridor are limited. For those traveling west through the corridor, the best views are found east of the pass looking straight ahead into Green Valley. For those traveling east, long distance views are even more limited. Just past the entrance to Rockville Hills Park, a quick, but dramatic view of Mount Diablo can be seen on clear days.

Visual Intrusions:

Few significant examples of visual blight exist in the corridor. Unattractive elements include a local powerline which parallels the roadway and a chain link fence around the main parking lot at Rockville Hills Park.

Issues for Scenic Preservation and Enhancement:

The main issues for the corridor are:

- preserving its scenic features, such as the rock walls and outcrops
- maintaining its rural character as future development occurs near Suisun Valley Road; and
- improving its rural character by eliminating the visual intrusions described above and establishing architectural guidelines for commercial development in the Rockville Corners area.

Specific Recommendations, Guidelines and Policies:

- Rockville Road should not be widened to accommodate development in Phasing Area B.
- The visual quality of the main parking lot for Rockville Hills Park should be improved. A wrought iron fence or low rock wall topped with a wrought iron fencing is recommended.
- Utilities should be undergrounded as a condition of any development within the corridor.
- Commercial development in the vicinity of Suisun Valley Road should reflect the area's rural character.
- Rock walls in the corridor should be preserved.

- Exhibits regarding the geology and history of the corridor could be established at the entrances to Rockville Hills Park.

E. Rancho Solano Parkway

Description:

Rancho Solano Parkway is a city street that provides access to clusters of upscale neighborhoods and one of the city's two golf courses. 2.1 miles in length, the entire portion of Rancho Solano Parkway has been designated as a Scenic Roadway. The corridor begins at Mankas Corner Road and winds its way northwards into the foothills of the Vaca Mountains where it ends at the Rancho Solano Country Club.

Scenic Highlights:

Planned from the start as a road of high scenic character, Rancho Solano Parkway combines dramatic hilltop views with the semiformal landscape design to create a highly pleasing drive. The scenic experience along the route depends largely on the direction of travel.



Heading north from Mankas

Corner Road, views focus on the nearby rolling hills to the north, west and east. The road climbs steadily past a stone entry gate along a divided parkway. Scattered tree plantings in the median and along the sides extend for the first half mile, formalizing the parkway character of the road, while mimicking the natural pattern of tree growth on the nearby hills. Houses, while backing onto the corridor, are set back from the road and screened by attractive wooden fencing. The exaggerated setback adds to the natural character of the roadway. Beyond this point, the road narrows as it climbs into the hills. Attractive post and wire fencing on either side of the road adds to the rural character of its setting. Soon, the road rounds a bend to the right and begins to overlook the adjacent golf course to the north and rolling oak-covered hills beyond. The road follows the golf course for about two-thirds of a mile before ending at the Rancho Solano Country Club. Travelers returning to Mankas Corner Road experience much of the same foreground views. Attractive long distance views include the Suisun Valley to the west and the Suisun Marsh to the south.

Visual Intrusions:

Accessing a landscape of permanently protected hillsides, lush golf course and expensive homes, the corridor is nearly free of visual blight. The one unpleasant feature of the corridor is poor layout of certain roads, south of Rancho Solano Parkway. The long, straight layouts of

Seminole, Kaanapali and Wailea Drives on a hillside creates an unattractive view of this neighborhood for those heading towards Mankas Corner Road.

Issues for Scenic Preservation and Enhancement:

Though little can be done about the layout of the three streets mentioned above, screening of them from view would improve the character of the upper end of the corridor. The other issue for scenic preservation is future development west of the corridor. The city anticipates that several hundred units of housing will be built here in a later phase of Rancho Solano, as well as in Phasing Area C, a future growth area to the west. These projects have the potential to block views of the Suisun Valley through narrow breaks in the hills west of the corridor. In addition, future development in the clubhouse area could block views towards hills to the north.

Specific Recommendations, Guidelines and Policies:

- Landscaping should be planted which screens or draws attention away from the view of poorly designed streets described above.
- Development in Phase Three of the Rancho Solano project should not block views of Suisun Valley.

F. Hilborn Road

Description:

Hilborn Road is a parkway corridor which follows a scenic, hilly route in north Fairfield. 1.8 miles in length, the scenic route runs north from Penn Creek Road to the Hilborn Road's end at its junction with Lyon Road.

Scenic Highlights:

Winding through rolling, grassy hills, Hilborn Road was designed to maximize views of the scenic surroundings. The first two thirds of the route north of Penn Creek Road is characterized by panoramic views of the nearby Vaca Mountains to the north. To the north and west, this portion of the route is largely undeveloped. To the east, the Meadow Glen subdivision is screened nicely by a wooden fence and landscaping for northbound travelers, but is highly visible to those traveling southbound. Land along the final third of the route is completely developed. While houses are clearly visible in this area, their visual impact is mitigated by the parkway design of the road. Houses are set back well from the corridor. Mature, formal plantings of trees along the road and in the median combine with winding paths on either side to create an



attractive roadway. Northbound travelers are treated to straight ahead views of Cement Hill as the road nears its end.

Visual Intrusions:

Few intrusions mar the corridor's scenic quality. The only intrusion of note is visible to travelers heading towards Penn Creek Road. As the road rounds a bend nearing Martin Road, the rooftops of many houses in the Meadow Glen subdivision dominate the view to the south.

Issues for Scenic Preservation and Enhancement:

The view of the Meadow Glen subdivision is expected to be screened as landscaping around the project matures. Minimizing the visibility of future development along the corridor is the primary issue. The main project which has yet to be constructed along Hilborn Road is Serpas Ranch. While this project has already been approved, its landscaping and site design should minimize its visibility from Hilborn Road.

Specific Recommendations, Guidelines and Policies:

- Parkway landscaping, similar to that in the Rolling Hills project, should be established throughout the corridor. Wherever possible, however, landscaping should not block open views to the nearby Vaca Mountains.

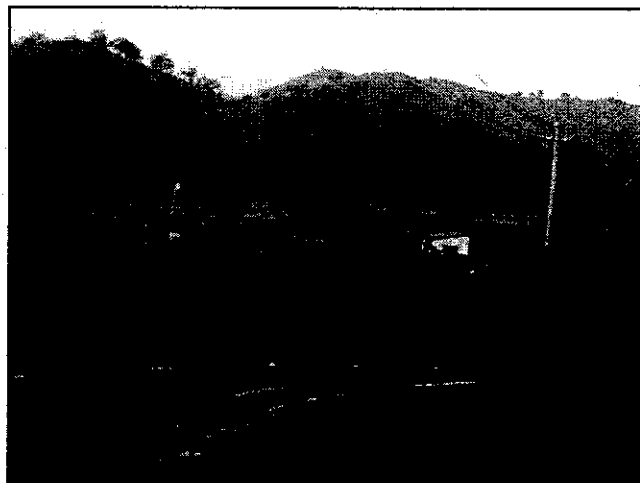
G. Lyon Road

Description:

Lyon Road is a winding, hilly road that runs from Hilborn Road towards Vacaville on the north side of Interstate 80. The Scenic Roadway is a 0.8 mile stretch extending north from the city limits to the urban limit line.

Scenic Highlights:

Set in a narrow pass between Cement Hill and the Vaca Mountains, Lyon Road accesses one of the city's most scenic landscapes. With steep, undeveloped hills to the west and Interstate 80 following to the east, the scenic corridor presents a widely differing character depending on the direction traveled and the direction of view. The most vivid views are those to the west and northeast. Here, open grassy fields front on the road with the



Vaca Mountains looming large one quarter of a mile to the north. Views to the east showcase nearby Cement Hill. For travelers heading south toward the city limits, long distance views of the Suisun Marsh are excellent, as are overlooks of the attractive Paradise Valley area.

Visual Intrusions:

Although the corridor passes through an attractive area, adjacent Interstate 80 is a significant intrusion. Views of the freeway and noise are highly apparent to travelers along Lyon Road. Other intrusions include local powerlines along the north side of the roadway and two large hillsides north of the road which have been graded in a straight, obviously unnatural manner.

Issues for Scenic Preservation and Enhancement:

A variety of issues must be addressed so that Lyon Road can reach its scenic potential. Foremost is the need to create a natural buffer between the road and the freeway that maintains long distance views of Cement Hill, the Suisun Marsh, and Paradise Valley. The other main issue is the need to maintain scenic views from the road as land develops along its north side. Fairfield's General Plan has designated this land as a part of Phasing Area C, a potential development area.

Specific Recommendations, Guidelines and Policies:

- Development in Phasing Area C should be clustered into small areas at the base of the adjacent hills, set back from Lyon Road. Development should not take the form of a strip along the entire length of Lyon Road.
- The strip of land east of Lyon Road should be landscaped to buffer the corridor from the impacts of I-80. Oak trees, which are highly visible on the hills west of the corridor, could be planted in the buffer.
- If new soundwalls are required along Lyon Road, they should be sited in a manner which does not block views of the hills to the west. Significant landscaping should be provided in conjunction with soundwalls, similar to that which is planted along the walls adjacent to Green Valley Road.
- The use of soundwalls should be limited in the corridor. The use of vegetation and low berms which do not block views from the road to nearby hills is recommended instead.
- If Lyon Road is widened, its rural character should be maintained. Where more than one lane is provided in either direction, a median should be provided which is landscaped with trees which are native to the corridor area. Periodic breaks in the landscaping should be created to provide views of the adjacent hills.
- Where feasible, undergrounding of utility lines along Lyon Road should be a condition of approval for any development in the eastern portion of Phasing Area C.
- The feasibility of regrading unnaturally graded hillsides north of Lyon Road should be explored. Where feasible, conditions of development should require that these hills be recontoured to give a more natural appearance and landscaped in a manner which mimics the character of nearby hills.

V. GENERAL RECOMMENDATIONS, POLICIES AND GUIDELINES

The previous section presented recommendations that specifically relate to individual scenic roadways. This section presents recommendations that are applicable for all scenic roadways. The policies and guidelines which follow are intended to guide both private development within the scenic corridor and public improvement of the right-of-way itself. The objective in doing so is to ensure that the natural, rural or agricultural character of the Fairfield's scenic roadways is maintained as changes occur within the corridor and adjacent areas.

Policies for Development Affecting Scenic Vista Areas.

1. *New development adjacent to a Scenic Roadway and visible from the public right-of-way shall not be visibly prominent or significantly change the rural, agricultural or natural character of its setting.*
2. *An assessment regarding scenic impact shall be made for all development projects which are adjacent to scenic roadways and require discretionary approval.*

Discretionary approval should only be granted to projects which are on property adjacent to a scenic roadway if they satisfy Policy 1. Staff reports should provide a brief discussion of how scenic impacts have been minimized. The guidelines which follow have been prepared to assist applicants and staff in minimizing the impact of new development on scenic roadways.

Guidelines for Design and Improvement of Scenic Roadways

Scenic corridors are comprised of several components. The most immediate component is the public right-of-way. The public right-of-way includes the paved surface of the road and adjacent publicly owned land. The design and improvement of this portion of the corridor has a significant effect on the experience for the traveler on a scenic roadway. As this area is publicly owned, the city maintains substantial control over changes in this area. The following measures are intended to guide the city's plans for all improvements to the public right-of way along scenic roadways:

1. All changes within the public right of way should maintain the existing rural, natural or agricultural character of the roadway. Roadway designs, as well as grading considerations, should reflect a rural rather than urban character (e.g., lack of curb and gutter, separated paths rather than monolithic sidewalks) and have alignments which preserve the natural topography.

2. Where more than one travel lane in each direction is required, a median shall be provided with heavy plantings of trees or other vegetation which is found in the corridor.
3. Design of street lighting and public amenities (e.g., bus patron shelters) should complement the character of the road corridor.
4. Utility lines shall be placed underground wherever possible. Where undergrounding is not practical, lines and support structures should be sited and designed in a manner which minimizes their visual intrusion.
5. Public trails should be provided along at least one side of the public right-of-way. Trails should be provided which access recreation areas and natural open space adjacent to or within 1/4 mile of a scenic roadway. The location and design of trails shall conform to the City's Master Trails Plan.
6. Beginning points for scenic roadways should be improved to emphasize the gateway or transition to the scenic roadway. Public art, landscaping or structural design (e.g., stone pillars, low monument signs, etc.) which evokes a rural theme should be provided at gateway areas.

Guidelines for Private Development Adjacent to Scenic Roadways

Private development within view of the scenic roadway should harmonize with the corridor's natural, rural or agricultural character. In general, development should strive for a rural or small town character. Development which is suburban or urban in character shall be designed to minimize its visual impact from the scenic roadway. *The guidelines for development affecting scenic vista areas (beginning on page 20) should be followed to achieve this objective.* In addition, the following guidelines should be met to preserve the character of land immediately adjacent to the public right of way:

1. Where feasible, development should maintain a setback of 50 feet or greater from the edge of the public right of way along scenic roadways. Exceptions would be made in areas where development adheres to a rural or agricultural theme or where a development plan has already been approved. The following criteria will be used when reviewing improvements in this setback area:
 - a. A natural appearance shall be maintained by the prohibition of any man-made structures, parking areas or other features within the setback that would be inconsistent scenic qualities of the corridor.
 - b. A landscape plan shall be prepared and implemented utilizing existing trees augmented with additional plantings to provide a visual buffer from development. Unless maintenance of views to scenic vista areas is a priority, emphasis should be

placed on provision of taller trees which create a canopy effect for the scenic roadway.

- c. Pedestrian and bicycle paths may be incorporated into the setback area.
 - d. Prominent natural or historic features within the setback should be preserved (e.g., rock outcrops or stone walls).
 - e. Fences or noise barriers should be designed with a varied height, form and location to avoid a monotonous wall-like effect. Landscaping or deep setbacks will be required to shield any fencing or walls which do not evoke a rural feel. Open wood-rail fencing will be encouraged. Cyclone fencing is prohibited.
2. Scenic easements should be dedicated to the City or other appropriate agency as a condition of development approval when to ensure preservation of scenic areas immediately adjacent to roads, particularly when factors such as steep slopes, and or natural drainage courses are involved.
 3. Parking areas should not be visible from a scenic roadway. To achieve this, parking should be provided in small clusters, screened by landscape elements and distributed evenly around the sides or rear of buildings, not as large conspicuous areas of pavement. If parking is located between a structure and the scenic roadway, it should be screened by landscaping, berming or other means that provide a natural look.
 4. Blighted areas (unsightly, visually disruptive, or degrading elements) on a site which are visible from a scenic roadway should be restored as a condition of approval.
 5. Signage for development along scenic roadways will be subject to the following criteria:
 - a. Materials, scale, location and orientation of signs should harmonize with surrounding elements. Wood and darkly painted metal is encouraged. Plastic is discouraged.
 - b. Neon, brightly colored, rotating, reflective, blinking, flashing or moving signs are prohibited along a scenic roadway. Indirect lighting will be encouraged.
 - c. Freestanding signs should be discouraged.
 - d. Priority will be given to abatement of sign violations visible from a scenic roadway.

Guidelines for Roads which Intersect with Scenic Roadways

1. The number of roads which access the scenic roadway should be minimized. Individual driveways, for example, should not connect directly with a scenic roadway unless

necessitated by severe topographic constraints. Rather, they should combine before intersecting with the scenic route to minimize visual and functional disruption.

2. Intersections which require traffic signals should be avoided.
3. Naming of Access Streets. Streets which intersect scenic roadways should be given names with a rural or natural character, or which relate to local history.

PART FOUR - SCENIC VISTA POINTS

I. Overview

One of the primary objectives of the Scenic Vistas and Roadways Plan is to "enhance the public views of Fairfield's scenic surroundings". The policies and guidelines for Scenic Vista Areas and Scenic Roadways described in Parts Two and Three will, in part, ensure that this objective is met. A key aspect behind "enhancing" public views, however, is the provision of dedicated sites from which high quality views are available. The intent of this section is to identify potential sites and provide a framework for their provision.

In a city with as many high quality scenic resources as Fairfield has, finding places to view them is not difficult. In particular, Part Two of this document identifies the best locations for viewing each Scenic Vista Area. In addition, many of the city's parks and open spaces such as Laurel Creek, Rockville Hills and the new neighborhood park at Mangels Boulevard and Green Valley Road offer excellent views of the City's Scenic Vista Areas. The issue, then, is to identify a small number of the best viewing areas which have the potential to become formalized viewing points.

A worthwhile scenic vista point is one which:

- offers a significant panoramic view of the city and one or more vista areas;
- is easily accessible;
- offers unique views or perspective not easily accessible elsewhere in the city.

Based on the above criteria, four areas have been identified as the best locations to establish a scenic vista point. These are:

1. South Cordelia
2. Nelson Hill
3. Rockville Hills Park
4. Cement Hill.

II. Description of Potential Scenic Vista Points

Four areas have been selected as potential scenic vista points. Three of the areas are under private ownership. Public access will not be provided to these sites until they are publicly-owned. It is not the intention of the city to acquire these properties at this time, and the City will not use eminent domain to acquire these properties. Any future acquisition will be through a voluntary arrangement with the property owners. No funding mechanism, however, has been established to purchase these properties. Scenic vista points will only be developed after needed funding has been identified for purchase, construction, maintenance, etc.

The following are descriptions of potential scenic vista point locations:

A. South Cordelia Vista Point

Description

The Suisun Marsh is perhaps the most unique natural area in Solano County. Yet, while the boundaries of the Marsh abut the city limits, almost no opportunities exist in the City for close-up viewing. A vista point in South Cordelia could provide such a spot. A site along Ramsey Road near Gold Hill could offer a panoramic view even though it is just 17 feet in elevation because no structures or trees block primary site lines. Other potential sites include hillside areas south of the Garibaldi subdivision, within the Tri-City and County Cooperative Planning Area.

Issues to be Considered in Planning

Due to the proximity of these potential sites to the Suisun Marsh, emphasis should be placed on providing good views of the nearby sloughs and wetlands. Because the Marsh is flat, any vista point should be elevated to provide adequate views. If the site sits at roughly the same elevation as the marsh, a raised viewing platform should be constructed. This would expand the viewing area to a full 360 degrees. The platform structure should be constructed of natural materials and should not block any views from Lopes Road. Additional emphasis should be placed on including educational exhibits and maps relating to the natural history of the marsh and role it plays in the region's ecosystem.

B. Nelson Hill Vista Point

Description

Nelson Hill is a solitary hill lying southeast of the junction of Interstates 680 and 80 in Cordelia. A detailed description of the hill is included on page 10. The potential vista point is located at the southern end of the hill's summit. The site would encompass the highest point on the hill, at a little over 300 feet in elevation.

Standing tall above the surrounding terrain, Nelson Hill offers the potential for a spectacular 360-degree panoramic view. Views take in much of the urban development in Cordelia, as well as Green Valley, Twin Sisters, Rockville Hills Park, the Suisun Valley, the Vaca Mountains and Cement Hill. Most prominently, the hill is set at the edge of the Suisun Marsh. For this reason, Nelson Hill offers the Fairfield's best elevated views of the marsh.

Issues to be Considered in Planning

Presently, the site is privately owned and outside the city limits. Fairfield's General Plan has identified the entire hill as a Special Study Area and requires a master plan be prepared prior to any development on the hill, including a developed vista point. Detailed plans for the vista point should be included in the master plan.

It is anticipated that the summit will be developed for residential uses and a neighborhood park. The vista point should be developed adjacent to, or as a part of, the park. The vista point should include exhibits which describe the views, and provide geologic exhibits relating to the hill itself. If evidence of earthquake faults in Cordelia is visible from the vista point, an explanation of these features is recommended as well. The vista point should connect to any trails developed on Nelson Hill.

C. Rockville Park Vista Point

Description

Rockville Hills Park is a 502-acre open space park owned by the City of Fairfield. The park is located south of Rockville Road and east of Green Valley Road. Comprised of steep, oak-covered hills, Rockville Hills Park forms the boundary between Green Valley and Suisun Valley.

The highest elevations in Rockville Hills Park raise to more than 500 feet above the surrounding lowlands. The trails leading to these high points offer some of the best locations to view the Green Valley and Suisun Valley Scenic Vista Areas. One or two vista points could be developed to highlight these views.

Issues to be Considered in Planning

Several issues are key in planning for vista points in the park. One issue is siting. Three items should be considered in siting vista points. First, the location of vista points in the park should highlight views of Green and Suisun Valleys. If one site cannot be located which offers good views of both, then two sites should eventually be established. Second, because the vista points will not be located along a roadway, a hike will be necessary. For this reason, to ensure that access will be maximized, vista points should be accessible trails which are not overly steep. Third, the site should be located so that the high-voltage transmission towers in the park do not block primary viewing corridors. Another issue to consider is the provision of educational displays. Displays at vista points should describe the viewshed and explain the geology and history of the park.

D. Cement Hill Vista Point

Description

Cement Hill is a prominent, 800 foot tall peak in northeast Fairfield. A detailed description of the hill is included on page 16. The potential vista point would occupy an unspecified site on the hill. Views from the vista point would depend on its particular location. If the site is oriented to the east, views would include northeast Fairfield, the Central Valley and Sierras. If aligned towards the west, views would include most of the city's Scenic Vista Areas, as well as provide a panorama of the urbanized portions of central Fairfield.

Issues to be Considered in Planning

The biggest issue for this vista point is its siting. At the present time, Cement Hill is privately owned, and it is therefore premature to identify the precise location for the vista point on the hill. Following are some guidelines for siting the vista point. Due to the existence of antennas at the top of the hill and distance from potential parking areas, the summit is not a potential location. The chosen site should provide a safe distance from both the antenna array and any dangerous quarry areas. In addition, the site should be aligned so that views of urbanized Fairfield are highlighted. A location in the "Pepper Hill" area would provide substantial views, without requiring a significant hike to the vista point.

The following are guidelines for development of the vista point. Interpretive displays should explain the geology of the hill, as well as its history as a former cement quarry. Also, the vista point should be linked to the trail system that will be developed on the hill, as provided in the Master Trails Plan.

III. Design Guidelines for Scenic Vista Points

A. Siting and Design

1. Vista points should be located and designed to minimize potential conflicts with nearby residential or agricultural uses.
2. Vista points should be clearly identified. Sign design should be coordinated with signs for Scenic Roadways.
3. Paved parking should be provided at the vista point or at a nearby trailhead.
4. Landscaping of the site should comprise mainly native vegetation. Shrubs and trees should be chosen and sited to ensure that the vistas are not disrupted.

B. Amenities

1. The following developed amenities should be provided at each vista points or a nearby trailhead:
 - restrooms for men and women;
 - picnic tables;
 - a call box linked directly to the police department;
 - benches in areas with the best views;
 - a drinking fountain;
 - educational displays describing the viewshed. Other displays could explain the history, geology or other relevant information about the area in view. All displays should be located and designed in a manner which minimizes the potential for vandalism.
2. Amenities should be of a high design quality which complements the vista point's natural setting.

C Security

1. Parking areas and restrooms should be lighted.
2. Vista areas should be included on a regular police beat or patrolled by a ranger.
3. Vista areas adjacent to land used for agricultural purposes should be fenced to minimize potential conflicts.
4. Vista areas should be separated from adjacent residential uses by decorative wooden fencing.